



US Army Corps
of Engineers®
New York District

Shark River, NJ

Maintenance Dredging

FACT SHEET

SEPTEMBER 2004

DESCRIPTION: Preliminary engineering and design in FY2004

AUTHORIZATION / PROJECT DESCRIPTION: The Rivers and Harbors Act of 1945 authorized the Federal Navigation project for Shark River. The existing project provides for a channel 18 feet deep at mean low water and 150 feet wide, across the bar at the entrance to the inlet; thence 12 feet deep and generally 100 feet wide through the Main and South Channels to the Route 35 Bridge; thence 8 feet and 100 feet wide to the upper limit of the Belmar Municipal Boat Basin, with additional depths and widths where necessary and practicable to produce satisfactory current velocities at bridges. The total length of the project is approximately 1.7 miles, including the 12-foot deep, 7.3-acre anchorage area immediately east of the Route 4-N bridge.

STATUS: The last maintenance dredging of the project was performed in January 2003. This maintenance dredging project involved the dredging of shoals located in the entrance to the inlet and a portion of the main channel east of the entrance to the yacht basin. A contract was awarded on December 11, 2002 to the low bidder, Gibson & Cushman Dredging Co. of Bay Shore, NY, for a total of \$857,032. The Notice to Proceed was issued on January 7, 2003 and dredging commenced that day. Work was completed on January 16, 2003. A total of 20,000 cubic yards of sand was dredged from the channel and placed both on the beach north of the L-jetty at the Borough of Avon-by-the Sea and as a nearshore berm in approximately 10 –14 feet of water.

In response to concerns of shoaling in the inlet raised by Senator Lautenberg, N.J. and Congressman Pallone, N.J., the New York District worked in cooperation with the Philadelphia and Wilmington Districts to bring the Corps' Special Purpose Hopper Dredge, the Currituck, to Shark River to perform expedited dredging of the shoal of concern. A total of 1,600 cubic yards of sand was removed from the inlet and was placed in a nearshore berm similar to the dredging that was completed in January 2003. The expedited dredging was completed on August 21, 2003 for a total cost of \$12,000.

Fiscal year 2004 funds would be used to monitor the navigability of the Shark River Inlet, including performing a condition survey in the spring to identify any possible areas of shoaling and initiate engineering and design if necessary.

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